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A. S. WATSON & CO., LIMITED,
HONGKONG AND CHINA.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
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BIRTH.

FOURTH.—At Canton, on 24th October, the wife of D. FOURTH, of a daughter.
(1290)

HONGKONG OFFICE: 10A, DES VEGES ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 27TH, 1914.

When the time arrives for an impartial history of the War to be published, one of its most astounding revelations for the people of Germany will be in regard to the manner in which the Government and recognised leaders of public opinion have deliberately, and of set purpose, hoodwinked and misled the German public both as regards the origin of the war and the progress of the military operations. How all this can be reconciled with Germany's "cultural mission" in the world we cannot conceive. We have, for example, a number of prominent personages, including Herr BÄCK, and a great many professors, issuing an appeal in which they say that the "truth," which the world must learn unceasingly, is "that Germany was shamefully fallen upon; the German cause is just; and that Germany's enemies are conducting the war with a shamelessness that cries to Heaven." We have an influential organ of public opinion like the *North German Gazette* declaring that "the war has been wickedly conjured up against Germany," and writing of the "victorious progress of the German Army in the West as well as in the East." Again, we have the *Frankfurter Zeitung* giving to its readers a highly coloured picture of the "tragic collapse of the spirit of the

French nation"—of which it is unnecessary for us to say there is not the remotest evidence, but on the contrary the clearest proof that the spirit of the French is not merely undaunted but strengthened daily by confidence in ultimate victory. We have also, from the pen of the same highly gifted writer of fiction, a representation of the *Life of the British troops* "being chased like sheep by the German heroes," of "German submarines dashing gallantly round the coast," and of "England's pedestal, the Bank, beginning to reel, and bankruptcy after bankruptcy devastating the business world." What a different story could be told by men whose sources of information are not so strictly controlled and directed by the German censors! But the German authorities discreetly conceal from the people the unvarnished truth; they forbid newspapers to publish the full casualty lists, and likewise forbid the publication of soldiers' and sailors' letters. It is difficult to imagine that the German people can believe all the fairy tales told to them about the victorious progress of the German Army when they must be aware that in the Western theatre of the war the German Armies have been compelled to retreat almost from the very gates of Paris back to the Belgian frontier, and that their plans have been similarly frustrated in the Eastern theatre of the war. As to where the responsibility rests for one of the greatest calamities in history, there can be no doubt in the mind of anyone who reads the published diplomatic correspondence. It was made strikingly clear in the last dispatch from the British Ambassador at Berlin in which Sir Edward Goschen recorded his final and dramatic interviews with the German Chancellor and the German Foreign Minister. It is made equally clear in the final despatch of the British Minister at Vienna, which we publish in full to-day. How much value is to be placed on Germany's assertion that she strove to maintain the peace of Europe may be judged from the fact that she was so eager to act the part of a "good second" to Austria-Hungary that she declared war on Russia a whole week before her principal was at war with that Empire. As the *Times* remarks in some comments on this dispatch, "Even after Germany had shown her zeal for peace by being the first to draw the sword, the original principals were slow to follow her example." There is, in fact, no justification either for the Kaiser's assertion that he had been "surprised by his enemies," or for the assertion that "Germany was shamefully fallen upon," as the phrase runs in the "Appeal" to which reference has been made above. Germany knew well enough that it is not the practice of the British Government to regard international treaties to which she has pledged her honour as "mere scraps of paper." Moreover, the German Chancellor must have been extremely ill-informed if for a single moment it occurred upon the abatement of Great Britain while the German Armies ruthlessly invaded the territory of Belgium. The German Chancellor, in a communication to the Danish Press asks, "Does any one believe that England would have interfered to protect Belgian freedom against France?" The answer to that question, as a statement by the Press Bureau points out, is that she would unquestionably have done so. Sir EDWARD GREY, as recorded in the White Paper, asked the French Government "whether it was prepared to engage to respect the neutrality of Belgium so long as no other Power violates it?" The French Government replied that they were resolved to respect it. The assurance, it was added, had been given several times, and had formed the subject of conversation between President POINCARÉ and the KING OF THE BELGIANS. The statement by the Press Bureau adds: "The German Chancellor entirely ignores the fact that England took the same line about Belgian neutrality in 1870 that she has taken now. In 1870 Prince BISMARCK, when approached by England on the subject, admitted and respected the Treaty obligations in relation to Belgium. The British Government stands in 1914 as it stood in 1870; it is Herr VON BETHMANN-HOLLWEG who refused to meet us in 1914 as Prince BISMARCK met us in 1870." It is not surprising that Germany should wish to "appear in the role of the aggrieved rather than in that of the aggressor, but it is incontestable that the responsibility for plunging Europe into war rests upon Germany. Had she been sincere in her desire to maintain the peace of Europe, and had she regarded the treaties bearing her signature as something more than mere "scraps of paper," it is clear that the great calamity which has overwhelmed Europe would have been avoided. Germany has made it impossible for any nation to place any confidence in her solemn pledges, and this fact must necessarily make the terms of settlement more onerous when the time comes for them to be dictated by the Allies at Berlin.

Mr. H. Percy Smith returned from Home yesterday by the *Miyazaki Maru*.

To-day is the Chinese Festival of *Chung Yeung*, when crowds wend their way to the summit of the Peak.

Mr. N. J. Stabb, Chief Manager of the Hongkong and Shanghai Bank, returned from Home yesterday by the P. & O. steamer *Nankin*.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks a donation of \$100 to the funds of the hospitals from St. Stephen's College.

The weekly return of communicable disease shows that there was one case of enteric fever and one case of small-pox (imported) reported during the week ending 24th October. Both cases were Chinese.

Messrs. Kelly & Walsh, Ltd., send us a set of their new "Super Gloss" Post Cards of Hongkong and Native Life, which are excellent productions by the well-known firm of Raphael Tuck & Sons, Limited.

At the Magistracy yesterday a coolie was sentenced to a month's imprisonment and four hours' strokes for the larceny of four pieces of metal from the premises of the Kowloon Wharf and Godown Company. Mr. H. Summers, of the complainant Company, said that over a ton of this metal had disappeared from the godown during the last month.

The race book for the forthcoming Autumn Meeting at Shanghai shows that there are 45 stables and 114 ponies entered for this meeting, as compared with 69 stables and 146 ponies at the Autumn meeting of 1913. As individual ponies are not entered for so many races, the actual number of entries, the *N.C. Daily News* says, is only about sixty per cent. of the number at the last Autumn meeting.

The Committee of the Institution of Engineers & Shipbuilders have decided to hold a meeting in the Reading Room (Eng. Commander Room, R.N., President, in the chair) to-morrow at 5.30 p.m. for the purpose of obtaining names of those who are willing to join a special engineering section of the Hongkong Volunteer Reserves for occasional work on the electric lights for the defence of the Colony. Everyone interested in the movement, whether members of the Institution or not, are cordially invited to attend.

Mr. Gershom Stewart's popularity in the Wirral constituency, which he has the honour of representing in Parliament, is evidently being well maintained. He has been taking a very active part in the recruiting campaign in association with Sir W. H. Lever, Bt., whose great soap works at Port Sunlight are within Mr. Stewart's constituency. Wirral has raised over a thousand men, and a copy of the *Cheshire Observer*, which a local resident has kindly sent us, contains a report of the march of this battalion to Chester, with Sir William Lever and Mr. Stewart marching in front of the column. On arrival there Mr. Stewart and General Mackinnon addressed the men.

UNIVERSITY OF HONGKONG.

At the next matriculation examination to be held in Hongkong on December 14th, five prizes of one hundred dollars each, offered by Mr. Chan Kai Ming, Sir Paul Chater, Sir Charles Elliot, Mr. Ho Fook and Mr. Lau Chu Pak, will be awarded to the successful candidates who obtain the highest marks. The winners of the prizes may enter any faculty but must join the University on January 5th, 1915, and commence residence in the quarters assigned to them.

THE HOTEL SHOOTING AFFAIR.

ALMBERG SENTENCED TO THREE MONTHS' IMPRISONMENT.

At the Magistracy yesterday Mr. C. D. Melbourne gave his decision in the case in which Ernest Magnus AlMBERG, a Swede, was charged with maliciously wounding a British sailor named Barry in the King Edward Hotel.

His Worship said—I am quite satisfied from the evidence that the defendant fired the shot, and knew that he was using a revolver. He may have been excited at the time, and under the influence of drink, but not so that he would not know what he was doing. Intoxication such as this is no excuse. I take into consideration that the defendant has compensated the complainant Barry, but I am bound to take a serious view of the case, and although he may have been excited I cannot see my way to do anything less than sentence him to three months' imprisonment. I have considered the case very carefully, and am of opinion that this is not a case for a fine.

Mr. Lewis (for the defendant)—Is your Worship prepared to consider the question of a fine in lieu of imprisonment?
His Worship—I am afraid I cannot.
Mr. Lewis. This is not a case for a fine.

RANDOM REFLECTIONS.

If a local lady suddenly decided, in common with a Folkstone contemporary, to award white feathers to slackers at a time when the slogan is "Your King and country needs you," her employment would not be a wearisome one. It can fairly be said for the young men of Hongkong, and also those of more venerable years who are still quite active—barring too much hill climbing—that they have come forward in a remarkable manner in this moment of danger. Therefore, seeing that the white feather for slackers would not be a success, it is now up to one of the milder sex to be original and award red roses to those who have come forward without any pushing and explaining. Such an award would be cherished by the recipients for many years to come; they—the roses—would be squeezed in a heavy book, and provide a comforting thought when this momentous war is being discussed as so much exciting history.

Quite a lot has been written regarding the activity and utility of the Boy Scouts at Home, thousands of whom are being employed by the War Office to do numerous odd duties. But we have the same thing on a smaller scale taking place in Hongkong. I understand that the Scouts, whose offers of assistance were at first treated in the sympathetic manner due to the outbursts of seemingly precocious lads, have proved an invaluable aid to those engaged in the less strenuous and dangerous channels of war. As message carriers they are unequalled and in many other ways they have also done things which have commanded respect both for themselves and their Corps. There are those who, in their ignorance, scoff at the Boy Scout movement as a meaningless loyal sentiment, but as they form part of that national burden which even now stands at street corners and blinks indolently at so much animation, their opinions are equal in importance to themselves; and that is a very minute quantity. Any properly constituted person must admire these vigorous and well-made lads who, with the training they are now receiving, cannot fail to develop into citizens of the kind which make a country.

There are many Hongkong people, and more especially householders whose lives are shadowed by an unscrupulous con-pradore, who will disagree with the sentiment expressed by Mr. Atherley Jones at the Central Criminal Court recently. A Chinese student, who was suffering from that very common London complaint, "broke," or "hard up," secured possession of a letter addressed to another Oriental, and inside that letter was a cheque for £137, which money, quite naturally it would seem, found its way into the exchequer of the Chinese student. It was contended for the defence that because China had a patriarchal system the Chinese were really all members of one huge family and that the "broke" student merely regarded the matter as a borrowing by him of the £137! And this preposterous invention of China being a socialistic Utopia was obviously believed by the Magistrate. He allowed the case to stand over for re-payment of the "loan" to be made, and added that no people enjoyed a higher reputation for financial integrity than the Chinese. Mr. Jones' view of things might undergo a change were he able to spend a day in the local Summary Court. The "borrowing" idea is original, to say the least.

Large dogs, small dogs and perky Poms, beware! Your indiscretions in regard to the wearing of the muzzle will in the future prove most fatal to you, and should you indulge in rakish amusements and roll home at all sorts of unearthly hours, the odds on you reaching your native kennel will be all against you. If you are out after 10 p.m., perhaps merely treating yourself to a constitutional subsequent to leading your master home betimes, hundreds of police revolvers will be waiting to perform a most serious operation which, in most cases, terminates in the cessation of all the vital organs. Avoid any moonlight jaunts between 10 p.m. and 5 a.m., and steel your hearts to the most bewitching cries of your Juliets; they will only lure you, like the sirens of the sea, to a most peremptory finality. I do not know whether you are aware of the dread sentences contained in the provisions of Section 17 of Ordinance No. 1 of 1845. If not, purchase copies at once, for your contravention of this Ordinance will prove most inconvenient to you and yours in the future. And, by the way, if any of your fellows have had teeth rush them at once to the dentist. These rusty molars are the cause of your being compelled to live under the present trying circumstances.

RODNEY RANDOM.

SUPREME COURT.

IN SUMMARY JURISDICTION.

Monday, October 26th.

BEFORE THE PUINSE JUDGE, Mr. F. A. HAZELAND.

HONGKONG TRAMWAY COMPANY SUED.

J. S. Chalmers, Surveyor in the Public Works Department of the Hongkong Tramway Co., Ltd. The claim was for \$1,000 for alleged wrongful imprisonment. Mr. F. C. Jenkin (instructed by Mr. P. W. Goldring) appeared for the plaintiff, and Mr. Eldon Potter (instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon and Harston) defended.

The case for the plaintiff, as set out in the documents, was that on May 29th the plaintiff, for reward to the defendants, travelled as a passenger on one of their trams from Causeway Bay to the General Post Office. While he was travelling, it is alleged that the defendants, by their servant, gave the plaintiff into custody of a police officer on a false charge, then made by the servant, of refusing to pay his fare, through being unable to show the defendants' servant the ticket which he had bought for his journey, and caused the plaintiff to be wrongfully imprisoned in the public streets and in the Central Police Station for one hour.

Defendants, in their reply, stated that the plaintiff avoided and refused payment of the fare legally demandable, and that the plaintiff refused to state his name and residence, which were unknown to the defendants' inspector, when requested by the said inspector to do so, and that the plaintiff did not either deliver up the ticket or pay the said fare when required by the inspector to do so. These acts, the defendants claimed, were contrary to the Tramways Ordinance 1902 and the by-laws made thereunder. The defendants further claimed that it was lawful for their servants to give a passenger into the custody of a police officer, in accordance with the said Ordinance and by-laws. No servant of the defendants had authority from them to give a passenger into custody except in accordance with the Ordinance and by-laws and if, which the defendants denied, any servant of theirs exceeded the scope of such authority, the defendants were not liable therefor. The defendants also denied that any servants of theirs preferred a false charge against the plaintiff or caused him to be wrongfully imprisoned.

Mr. Jenkin outlined the plaintiff's case as described above, adding that his case was that his client produced a ticket which was issued to him by the tramway conductor. The defendants' case, as he understood it, was, admitting that the plaintiff did deliver up a ticket, it was either an old one, or a wrong one altogether.

Mr. Chalmers, in his evidence, said that on May 29th he was surveying at Shaukwan. At about midday he boarded a car at Quarry Bay, paying his fare and obtaining a ticket to Causeway Bay. While on the car he became acquainted with Captain Spink, who had given evidence *de bene esse*. He left the car at Causeway Bay, throwing his ticket away before he boarded the next car. He then took a car to the Post Office, sitting on the top deck with Captain Spink. Shortly after the car started, a conductor demanded his fare. A ticket was issued and he retained it in his hand. Later a tram inspector boarded the car near the Soldiers' Club and asked plaintiff to show his ticket. Plaintiff showed his ticket, and the inspector said it was a wrong one. Plaintiff said it was the ticket given him in exchange for the ten cents paid to the conductor. He asked plaintiff to pay again, or leave the car, and this plaintiff refused to do. The inspector took Captain Spink's tickets first, and he gave up two. Captain Spink said he gave up two tickets, one of which was bad, and suggested that the three tickets had got mixed up and that the inspector was wrong in supposing the bad ticket belonged to plaintiff. Nevertheless plaintiff searched his pockets. The police were called, and a Sikh policeman arrived and asked plaintiff to leave the car. Plaintiff asked why he should, and the Sikh policeman said he did not know; the inspector had told him. Then a second Sikh policeman boarded the car, which all the time was moving. This was near the King Edward Hotel, and he also asked the plaintiff to leave the car. Plaintiff again refused to do so. The tram inspector asked plaintiff for his name and address, and he replied that he would give it at the Police Station, if necessary. Arriving at the Post Office, the tram inspector, Captain Spink, the police (at least one of them), and plaintiff left the car. The tram inspector then gave plaintiff in charge. Plaintiff asked to be allowed to go to the Company's office to see the manager, but the police refused, saying he would have to go to the police station. The police at no times laid hands on him. At the police station the tram inspector asked the plaintiff to report the facts, plaintiff, but he, after hearing the facts, refused to charge him, and told the tram inspector to report the matter to his manager. The tramway inspector told the police officer that the tramway conductor had told him that plaintiff had paid him ten cents. The tramway inspector, on being asked by the police officer to show the ticket in question, said that he had thrown it away on the floor of the car.

Cross-examined by Mr. Potter, plaintiff agreed that the tramway was an important institution and he thought that perhaps people ought to help such institutions when they could fairly do so. Mr. Potter—Do you think you assisted the Company in the case, or tried to assist them?—No. Neither do I; if you had given your name and address there would have been no more trouble; is that not so?—I do not know.

Would you have been arrested—I am not admitting that you were—if you had given your name and address—I don't think so. Why didn't you give your name and address?—Because I had complied with the bye-laws of the Company and I don't think there is any reason why they should know my name and address. I said I would give it at the police station, if necessary. You think that was a reasonable attitude?—Yes. You will agree the inspector was trying to do his duty; he had no grudge against you?—Not that I knew of. What do you suggest the inspector should do if a man did not give up his ticket?—I don't know. I suppose you would make enquiries of some sort. What do you think he should do?—I don't know. Further cross-examined, plaintiff said that before the Sikh policeman appeared on the scene the ticket inspector had asked him to leave the car. He did not know what the inspector said to the second Sikh policeman, but when he left the car he (plaintiff) asked to be allowed to go to the Company's office. Then he heard the ticket inspector tell the Sikh policeman to take him in charge. He could not remember exactly the words used by the inspector, but he indicated that he (plaintiff) was to be taken in charge. Pressed on this point, plaintiff said that the inspector wanted him taken to the police station, where a charge could be preferred against him, the reason given being that he had not paid his fare when he was asked for it. Mr. Potter—I suggest that it was merely because you refused to give your name and address that you were taken to the police station, and also because you refused to pay your fare?—That is not so. The Sikh policeman said, "This belongs Government pidgeon, you must come with me," or words to that effect.

In the course of his opening, Mr. Potter said that assuming, as Mr. Jenkin contended, that the law as applied to plaintiff was correct, plaintiff must also prove something which, up to the present, he had not proved. It was contended that the Tramway Co. had no power to arrest, if breach of bye-law XI. That being so, if they had no such power, then it was clear that the Company's servants had no implied authority to effect such arrest. That was clearly laid down in *Poulton v. The London and South Western Railway Co.*; express authority must be proved before servants could succeed in arresting anyone for a breach of bye-law XI. Proceeding, Counsel said there were two obvious defences to that action, but before dealing with those he asked his Lordship to consider plaintiff's conduct, and to ask himself whether any reasonable man in his position would have acted in the way he did. Plaintiff had admitted, under pressure, that he thought any reasonably minded man ought to assist the Tramway Co., so far as he could in carrying out his obligations to the public. And the plaintiff ought to know, as any rate most other people did know, that one of the difficulties the Tramway Company was faced with was seeing that people properly paid their fares. In order to assist Tramway Companies, not only there but all over England and in the British possessions, legislation was expressly sanctioned, and in many cases a bye-law was formed identical with bye-law XI. Such a bye-law would be realised by those of them who were prone to roll up their tram tickets and throw them overboard. Mr. Potter went on to say that plaintiff's conduct was all along unreasonable. He refused to buy a ticket, he refused to give his name and address, and his conduct had been as unreasonable as any person's conduct could be very well be; and bye-laws would be absolutely nugatory, worthless, and so much waste-paper if people acted as they liked and said, "I am not going to do this, or that; I am not going to give my address, or anything that I do not want to do." The only claim which could be made upon the Company was for malicious prosecution; that was all they could be liable for. That was his first line of defence. His second point was that inasmuch as the Company had no authority to arrest for a breach of bye-law XI, then there was also no implied authority for the inspector to order an arrest. Therefore they could only be liable to the extent of any authority they had given the inspector, though there were cases in which a Company was held liable for the act of servants. The inspector was acting outside the scope of his duty if he did order an arrest, but he would contend that whether the inspector ordered an arrest or not the Tramway Company could not be held liable.

Lal Singh, a Sikh policeman, spoke to being summoned to a tramcar by a Chinese tramway inspector, who told him, having a conversation with plaintiff. At the request of the inspector witness asked the plaintiff if he had a ticket. Plaintiff replied that he had no ticket at all. Witness then asked him to buy a ticket, and plaintiff then said he had already bought a ticket, though it was not in his possession at the time. The inspector then said he understood plaintiff had not bought any ticket at all, because the number of the ticket which plaintiff referred to, added the inspector, was not to be found in his books. Witness then told plaintiff to come out of the car. He did not do so then, but came out near the Hongkong Hotel. Then witness asked plaintiff to give his name and address, but he declined. He then asked plaintiff to go to the police station, but he said he would not. Witness told him that according to his orders he was compelled to take him to the police station. With this plaintiff and a companion took chairs and went to the police station. When plaintiff refused to give his name and address the Chinese ticket inspector told him to take plaintiff to the police station. The ticket inspector said to him in Chinese—"Won't give his name, hasn't bought ticket, hasn't got any money. I would like to go with you to the police station." Witness added that the Chinese inspector gave him the chance to take plaintiff to the police station, and he did so. If the inspector had not gone with him to prefer the charge he would not have taken plaintiff. The hearing was adjourned.

THE WAR.

[THROUGH REUTERS AGENCY.]

THE STRUGGLE IN FRANCE AND BELGIUM.

SEVERE FIGHTING CONTINUES.

ENTIRE GERMAN INFANTRY REGIMENT REPORTED TO HAVE BEEN ANNIHILATED.

LONDON, October 25th.
7 p.m.

A Paris communiqué says:—

There is no change in the position from the North Sea to Arras.

Our positions in Argonne are being maintained in the conditions reported yesterday.

Our field guns on the heights of the Meuse destroyed three more German batteries, including one of large calibre guns.

Fierce German attacks west and south of Lille were repulsed.

Nothing noteworthy has occurred between the Oise and Argonne, but progress by the Allies north-west of Soissons and in the region of Craonne. There were heavy artillery engagements on the heights of the Meuse and in the Woevre region. Heavy artillery commands the road to Thiaucourt, Monsard, Buxerelles and Woinville, which is one of the principal German lines of communication with St. Mihiel.

It is reported that an entire German infantry regiment was annihilated in a forest north of Chalade in Argonne yesterday.

LONDON, October 26th.
3 a.m.

A communiqué issued in Paris at 11 o'clock in the evening says:—

The action has continued under the same conditions as the preceding days.

A very violent battle is proceeding between Nieuport and the River Lys.

The Germans crossed the Yser Canal between Nieuport and Dixmude.

A GERMAN VERSION.

LONDON, October 25th.
10.35 p.m.

A German official report states that further strong German forces crossed the Yser on Saturday, after heavy fighting. The Allies were reinforced eastward of Ypres, but the Germans advanced at several points and captured 500 British. The Germans still occupy Roulers.

[The telegram sent by the French Government to the Legation and transmitted to the Consul mentions that between La Bassée Canal and the North Sea the Allies on Saturday took 1,000 prisoners.]

RUSSIANS CONTINUE TO PROGRESS.

POSITIONS TAKEN AT THE POINT OF THE BAYONET.

LONDON, October 25th.
4.25 a.m.

An official Petrograd message says: On Friday and Saturday the Russians took Lowicz, Skiernewice and Rawka at the point of the bayonet after defeating the German rearguards who were endeavouring to hold positions on the rivers Rawka, Skiernewicka and Ryłka.

The Austrians, who were retreating with the Germans towards Radom, were unexpectedly reinforced and are offering a determined resistance in wooded hilly country where the fighting has assumed considerable dimensions.

Sanguinary fighting continues on the San and south of Przemysl. The Austrian attempt to turn our left south of Przemysl was defeated, the Austrians losing heavily.

12.55 p.m.

A Petrograd message says: The precipitate flight of the Germans continues. They attempted to arrest the Russian offensive by clinging to positions at Sokhasehoff, but were dislodged with great loss.

The enemy is evacuating Lodz.

[Lodz is the chief manufacturing centre of Poland and has a population of 415,000.]

GERMANS ANNOUNCE FALL OF WARSAW.

LONDON, October 25th.

The Germans have issued a circular announcing the fall of Warsaw. [A French telegram dated the 24th inst. described the Germans as retreating south of Warsaw and west of Ivangevrod.]

TURKEY AND THE WAR.

PORTE RENEWS ASSURANCES OF NEUTRALITY.

LONDON, October 25th.
7.30 p.m.

A message from Constantinople says that with the increasingly favourable situation of the Allies, combined with the Russian victory, the German pressure to induce Turkey to participate in the war is becoming greater.

The Porte, however, continues to assure the Entente Ambassadors that she will not abandon her neutrality.

FIGHTING IN SOUTH-WEST AFRICA.

UNION TROOPS BEHAVE GALLANTLY.

LONDON, October 25th.
1.05 p.m.

A telegram from Pretoria says it is officially announced that the traitorous Colonel Maritz attacked Keimoes with his whole force. The garrison held the enemy till reinforced, when the enemy were driven back.

Our casualties were small. The Union troops behaved gallantly.

Maritz's force, which is probably over a thousand, included several hundred Germans, eight guns, and four machine-guns.

THE SINKING OF THE "TAKACHIHO."

CREW PERISH SINGING THE NATIONAL ANTHEM.

Mr. S. Imai, Consul-General for Japan, forwards us the following official news received by him on Sunday:—

"The sinking of our cruiser *Takachiho* is believed to have been caused by an explosion of the magazine on being hit by a torpedo shot from the German destroyer *S. 90*. As told by three survivors, the crew while the sinking cruiser was drifting, were chanting the national anthem or military songs, from which fact we may learn how composed they were to the brink of death."

WAR NEWS.

SOUTH AFRICA AND THE WAR.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

25th October, 1914.

DEAR SIR,—As one hailing from South Africa, I have often been asked what attitude the people of that country will take up towards the Mother Country during the present struggle; and, more recently, to what extent their opinion is reflected in the action recently taken by a section of the South African Defence Force. I have just received a copy of the *Cape Times*, and some of your readers will doubtless be interested in the cuttings from that paper dated the 14th August. These cuttings show how the declaration of war between ourselves and the Germans was received in Pretoria and Bloemfontein. You will recollect that these towns were the capitals of the two late South African Republics. It is but twelve years since that momentous struggle—Yours, etc.,

P. D. G. GAIN.

Hongkong Hotel.

Following are the cuttings sent by our correspondent:—

SONG AND SPEECH AT PRETORIA.

PRETORIA, August 9th.

[Reuter South African Press Agency.]

Patriotic demonstrations took place in Pretoria last night, when thousands of persons congregated in Church-square, joining in the singing of martial songs and applauding the speeches, whose burden was the whole-hearted devotion of all sections of the Union to the British cause.

This morning the Sons of England formed part of a vast congregation in the Cathedral. The Dean of Pretoria preached an eloquent sermon, emphasising the sinking racial and political differences in the Empire in the face of a common danger.

BLOEMFONTEIN SCENES.

BLOEMFONTEIN, August 9th.

[From Our Correspondent.]

The city exulted itself last night. There were dense throngs on Market Square, where the city band played patriotic airs, and great crowds of both races sang "Rule Britannia" and the National Anthem. A patriotic speech was made by Mr. French, who called for cheers for the King, the Navy, the Army, France, and Russia. These were all wildly responded to. The cheers for Belgium were particularly hearty. "A sensation was created when a Frenchman, with a tricolour, sang the 'Marseillaise.' This was taken up by the crowd with great heartiness. Throughout the night the younger spirits went in procession round the town in motor-cars.

GERMAN NAVY INCREASE.

AN ADDITION OF 25 PER CENT.

According to a Berlin message received in Amsterdam, statements made by members of the Reichstag on naval expansion apparently point to the building of 12 torpedo-boat divisions, six airship divisions, and a number of mine-layers and other craft. The rapid construction of three large warships and two smaller cruisers is also desired.

This, it is argued, would mean an increase of 25 per cent. in the numerical strength of the German Fleet and of 100 per cent. in its fighting value.—*The Times*.

GERMANY BAFFLED.

HOW SWITZERLAND UPSET THE TEUTONS' PLANS.

A Special Correspondent of the London *Daily Express*, writing from Geneva on September 18th, said:—

It can now be stated as an absolute fact that Germany intended not only to violate the neutrality of Belgium and Luxembourg, but also to "borrow" Swiss territory. Her plan was to enter France through Switzerland, and thus execute a turning movement against the strongly fortified centre of Belfort. The prompt and splendid mobilisation of the Swiss army, which was carried out in twenty-four hours, defeated the German project, which is now being discussed by Swiss officers with considerable indignation. There is no doubt that the 200,000 Swiss troops mobilised on the frontier averted the German invasion, all the plans for which had been prepared.

BRITISH CARGOES IN GERMAN SHIPS.

HARDSHIP TO MERCHANTS.

FUTURE OF CAPTURED STEAMERS.

British merchants and their underwriters, says *The Times* of the 22nd ult., are now appreciating to the full the troubles which have followed their employment of German steamers. This is said without any idea of stirring up feeling between the commercial men of Germany and this country. German shipping lines have been fortunate in securing the services of firms in this country who have looked after the interests of the principals and their British clients assiduously. They thus secured a large share of what is really British trade, and now, since German shipping is paralyzed, the trade of British shippers is suffering too. Some 200 German ships are known to have been captured by the British Navy or to have been seized in British ports, and some 150 German ships are sheltering in neutral ports. It would be no exaggeration to say that nearly all these ships have British cargo on board. Such are the ramifications of British trade that very few vessels of any nationality engage in long-distance voyages without carrying British cargo.

In different quarters in the City a strong feeling is now finding expression that the Imperial and Colonial Governments should alleviate as expeditiously and fully as possible the difficulties of merchants. German steamers bound from the Continent and the United States to Australia have been seized and taken into Cape Town. Large quantities of their cargo have been ordered by British firms in this country and America for British houses in Australia. The bulk of the cargo, in fact, is British cargo and is wanted in Australia; yet it is being detained in South African waters. Loss of market may result. The obstacles in the way of sending the goods on are, it may be argued, those of the ships themselves. The ships are German and are lawful prizes. The answer of merchants is that if the ships are condemned they should be either sold at once in South Africa or sent on to Australia to be sold there. Advice from Australia indicates that there would be no trouble about sending British prize crews from Australia to replace the German crews. If the vessels secured buyers in South Africa the shippers of the cargo would pay the new owners freight for the carriage of their goods to Australia; the new owners would thus immediately obtain remunerative employment for their acquisitions, instead of having to send them "reeking" to India or South America in ballast. Bonds could be given for the security and handing over to the authorities any enemy cargo. If the ships were not sold, but were sent forward under the auspices of the Government, freight could be paid by the merchants to the Government.

SIMILAR AT GIBRALTAR.

Similar inconvenience is being caused by the detention at Gibraltar of vessels bound from the United States to India. Here, again, the great bulk of the cargo is probably either British or neutral. Much of the cargo could be of not the slightest use at Gibraltar, but it is needed in America; and the longer cargo is detained on the way the greater the risk of depreciation.

A question which is assuming first importance is that of the purchase of the captured ships. Many of them represent large values, freights in the open market are now low, and bidding is not likely to be extraordinarily high. There might be bids from neutral owners with the idea of holding the ships until the termination of the war and then selling them to their original German owners. There will, however, no doubt be British bidders, especially if the Government is prepared that the vessels should be sold on favourable terms to the buyers.

The case of cargo in German vessels sheltering in neutral ports is different. Some merchants, at any rate, seem resigned to the belief that there the cargo will remain until the end of the war. It is understood, though, that representations have been made to Consuls to watch the interests of the British merchants in order that there may be no risk of the sale of British goods to provide funds for the payment of port dues. These dues on scores of ships are likely to represent a heavy charge on the funds of the companies which are now earning nothing.

British business men do undoubtedly appreciate the fact that the Navy has made the seas impossible for German merchant vessels. They now ask that since nearly every German ship has been driven into port every effort should be made for the prompt release of the British cargo. This represents enormous sums and they feel that it is in the interests of British trade that the necessary losses and inconveniences of the detention of the goods should be minimized as far as possible.

"CABLING UNDER WAR CONDITIONS."

Many letters on this subject have been appearing recently in the London papers. The following extract from a letter in *The Times*, signed "Chas. J. Walker, Flanders Mansions, Bedford Park, W.", voices a very widespread grievance:—

I have had occasion recently to send many cables to the Far East making offers for goods, and I am informed by the cable companies that they cannot vouch for the ultimate delivery of the telegram, owing to the very strict censorship. Further, my cables are made out in very plain English, which any ordinary commercial business man would understand, but the censors have the right to refuse to transmit any telegram they are not fully conversant with. At the same time I am charged with the full cost of the telegram, without being informed if such has been dispatched or not. Surely this is not a fair way of treating firms who are constantly using the cable companies for business purposes. I certainly consider that some protest should be lodged with the Government or Postmaster-General, as it appears that the cable companies have nothing to say in the matter in spite of their willingness to do all they can to help.

TELEGRAMS

["DAILY PRESS" EXCLUSIVE SERVICE.]

CHINA'S CONSTITUTION.

PEKING, October 26th.

The Constitutional Conference has passed the third reading of a Bill governing the organisation of Parliament, and also of a Bill relating to the procedure to be followed in the elections.

[THROUGH REUTERS AGENCY.]

OBITUARY.

LONDON, October 25th.

The death is announced of Sir Charles Douglas.

CABLE CENSORSHIP.

CODE MESSAGES TO BE ALLOWED.

A Government Gazette Extraordinary issued yesterday contained a notice in regard to the permission to use telegraphic addresses, and also the following still more important concession:—

On and after the 1st of November the following codes will be permitted to be used in telegrams passing between the United Kingdom on the one hand and British Possessions and allied or neutral countries outside European telegraphic system on the other hand:—A.B.C. 5th Edition, Scott's Code 10th Edition, Western Union Code and Lieber's Code. Messages in private or any other code not recognised will be stopped. Neither private supplements nor numerical equivalents of phrases in published codes are admissible. It should be remembered that groups or series of numbers and similar expressions (for example prices of stocks) are not necessarily admissible because they appear in code. If the code would not have been passed by Censors neither will the coded message be passed. In every case the name of the code used must be indicated on the form and no charge will be made for the transmission of the name of the code.

INTIMATIONS

ITCHING PIMPLES SPREAD OVER HEAD

Scalp in One Mass. Hair Threatened to Fall Away. Used Cuticura Soap and Ointment. In Two Weeks Head Regained Former Aspect.

On Bromfield St., Pittsboro, Sheffield, Eng.—"The trouble began by an itching in the head from which I could not keep my fingers. Steadily my scalp developed into one mass of itching watery pimples and my hair threatened to fall away. The itching pimples contained a watery matter which spread the disease all over my head when I fingered. I kept my head well washed and clean but this seemed to do no good."

"The disease must have been about seven weeks old when I came across the Cuticura advertisement in the paper. I therefore sent straight away for a sample of each and following the directions enclosed I washed the head with the Cuticura Soap, thoroughly dried it and applied Cuticura Ointment. In a few days my head underwent a complete change, the pimples dried and fell off in scales, the hair remained firm and in about two weeks time my head regained its former aspect thanks to the Cuticura Soap and Ointment." (Signed) Lawrence Pethold, Jan. 23, 1914.

Children delight in Cuticura Soap baths, and when assisted by Cuticura Ointment they mean skin health in infancy and childhood, and freedom, in the majority of cases, from skin and scalp affections in after life. In purity and fragrance Cuticura Soap and Ointment satisfy the most discriminating.

Samples Free by Post

Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newberry & Sons, 27, Charterhouse Sq., London.

[99-2]

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

FALCON LAGER BEER.

A DUTCH BEER FAMOUS AT HOME AND ABROAD FOR

PURITY.

EXCELLENCE.

CHEAPNESS.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

P.O. Box, 33. Telephone No. 12.
Codes: A.B.C. 5th Ed., Licker's.
Telegraphic Address: "Press."

NEW ADVERTISEMENTS

NOTICE.

WE HAVE This Day taken over the Agency of THE BRITISH ANTIFOULING COMPOSITION & PAINT CO., LTD., THE BANK LINE, LTD., King's Buildings, Hongkong, 27th October, 1914. [1291]

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

OWING to the POSTPONEMENT of the SHANGHAI OCTOBER SETTLEMENT until NOVEMBER, the Public is hereby notified that the SETTLEMENT of all Transactions in Shares bought from or sold to SHANGHAI will take place in November. With the Exclusion of the above, the Settlement of all Transactions effected for the local October Settlement will take place as advertised, on the 29th October, 1914. EDWARD M. RAYMOND, Secretary. Hongkong, 26th October, 1914. [1292]

UNIVERSITY OF HONGKONG. MATRICULATION EXAMINATION.

NOTICE IS HEREBY GIVEN that a MATRICULATION EXAMINATION will be held on the following dates:—
DECEMBER 14th to 19th.

Arrangements will be made to hold the Examination at any town where a sufficient number of Candidates offer themselves. Candidates must send in their Names to the Registrar, with the fee, not later than November 14th, 1914.

Examination Fee \$10.00 (Hongkong Currency).
Forms of Entry and all Particulars may be obtained on application to—
THE REGISTRAR,
The University of Hongkong,
Hongkong, 24th October, 1914. [1293]

TO LET.

ONE ROOM, Seymour Road, suitable for a Bachelor. No board. "S."
Apply to—
Cars of "Daily Press" Office.
Hongkong, 27th October, 1914. [1294]

YEW LEE.

AR CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMMODORES,
15, LEE YUEN STREET, WEST.
Telephone No. 1230.
Hongkong, 27th October, 1914. [1295]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 27th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 26th October, 1914. [11]

TO LET.

LARGE FURNISHED ROOM with Board for One or Two Gentlemen. Also Small Room.
Apply—
"ROCKLANDS,"
7, Robinson Road.
Hongkong, 20th October, 1914. [1296]

\$10 REWARD.

CANTON, PLEASE NOTE.

LOST a Small, Gray, Long-Haired TERRIER DOG, "PUNCH." Above Reward will be paid for information leading to his recovery, by Miss MASSEY, No. 6, Rose Terrace, Nallan Road Kowloon.
Hongkong, 26th October, 1914. [1287]

NOTICE.

W. & A. GILBEY'S WINES AND SPIRITS.

A. S. WATSON & Co., LIMITED, have been Appointed AGENTS for Messrs. W. & A. GILBEY'S WINES AND SPIRITS.

A. S. WATSON & Co., LIMITED,
Hongkong, 22nd October, 1914. [1277]

THE KING EDWARD HOTEL.

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between LI SHUK WAI alias LI WAI TONG and TONG LAI CHUEN, carrying on Business under the name and style of THE KING EDWARD HOTEL, at Victoria, Hongkong, has this Day been Dissolved. All Debts due to and owing by the late Partnership Business will be received and paid respectively by the said TONG LAI CHUEN, who will continue to carry on the said Business under the name and style above-mentioned.

Dated this 13th day of October, 1914.
堂輝李 名又 煒叔李
泉麗唐
[1281]

INTIMATIONS

ST. JOHN'S CATHEDRAL.

FRIDAY,

OCT. 30th,

9.15 P.M.

Collection in Aid of the PRINCE OF WALES' FUND.
Mr. J. W. WHITE,
Acting Organist.

MINISTERING CHILDREN'S LEAGUE. SALE OF WORK.

In Aid Of
Local Charities for Children and the PRINCE OF WALES' FUND,
to be held in the

GROUNDS OF GOVERNMENT HOUSE

(By kind Permission of His Excellency THE GOVERNOR).

ON SATURDAY, 31st OCT.,
FROM 2 TO 6 P.M.

ENTRANCE only at the Garden Gate in Upper ALBERT ROAD.

PRICES OF ADMISSION:
Adults 30 Cents.
Children 10 Cents.
All Members and Associates Free.

"MRS. JARLEY'S WAXWORKS."

TOYS AND FANCY ARTICLES,
ICES, SWEETS, TEA.

NO CHITS TAKEN.

Hongkong, 19th October, 1914.

G. R.

GOVERNMENT NOTIFICATION
No. S. 335.

IT IS HEREBY NOTIFIED that SEALED TENDERS, in Duplicate, which should be clearly marked "TENDER FOR MEDICAL DEPARTMENT CONTRACT," will be received at the Colonial Secretary's Office until Noon of SATURDAY, the 31st October, 1914, for the Supply of Aerated Waters, Bedding and Clothing; BEERS, SPIRITS, WINES, etc.; SPIRIT OF WINE, CHEMICALS, DRUGS, SURGICAL INSTRUMENTS and Sundries; FURNITURE, etc. MILN, etc. 120,000; and Sundries; and Water (Schedule Nos. 1 to 10), required locally by this Department, for the period of one year from the first of January next inclusive.

For form of Tender apply at the Colonial Secretary's Office. All other information may be obtained from the Principal Civil Medical Officer at the Civil Hospital.

J. T. C. JOHNSON,
Principal Civil Medical Officer.
Medical Department,
Hongkong, 16th October, 1914. [1274]

THE YANGTSEPOO COTTON MILL LIMITED.

NOTICE IS HEREBY GIVEN that the above-named Company is issuing a Prospectus (dated the 22nd day of September, One Thousand Nine Hundred and Fourteen, a copy of which has been filed with the Registrar of Companies) inviting subscriptions at par for 5,000—7 per cent. Cumulative Preference Shares of S. T. 100 each, and 25,000 Ordinary Shares of S. T. 5.00 each.

COPIES of the Prospectus and form of application can be obtained at the Registered Office of the Company, No. 16, Pedder Street, Hongkong, or from the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION.

The rate of Exchange at which application in dollars will be received has been fixed with the Bank at 76½ and any refund to be made to applicants will be made at the same rate.

THIS NOTICE is not to be regarded as an invitation to the public to subscribe for shares, and a plications will only be received on the footing of the full Prospectus and in the form issued therewith.

Dated 19th October, 1914.
JARDINE, MATHESON & Co., Ltd.,
General Managers. [1271]

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTH ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned, No. 4, Queen's Buildings, Victoria, Hongkong, on THURSDAY, the 5th November, 1914, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th October to the 5th November, 1914, both days inclusive.

BRADLEY & Co., Ltd.,
General Managers.
Hongkong, 26th October, 1914. [1285]

FRENCH LESSONS

G. MOUSSON,
15, MORRISON HILL ROAD.
[1276]

INTIMATIONS

LANE, CRAWFORD & Co.

SPORTS SEASON 1914-15.

From \$3.75 To \$11.00 Each.

THE GENUINE "MCGREGOR" FOOTBALLS AND FOOTBALL BOOTS.

AS USED IN THE ENGLISH CUP FINALS.

From \$6.00 Each. CRICKET BATS From \$6.00 Each.

WISDEN, STUART SURRIDGE, SPALDING AND GRADDIGE.

\$1.00 to \$4.50 CRICKET BALLS \$1.00 to \$4.50

LEG-GUARDS, GAUNTLETS, BATTING GLOVES.

From \$3.00 HOCKEY STICKS From \$3.00

SLAZENGER, JAUQUES AND SPALDING.

HOCKEY BALLS. SHIN-GUARDS. RUBBER

RINGS. KNEE-CAP BANDAGES WITH

FELT PADS.

A LARGE SELECTION OF

TENNIS RACKETS, BALLS, ETC.

From \$3.50 GOLF CLUBS From \$3.50

BALLS. CADDY BAGS AND ACCESSORIES.

SPECIAL RATES TO CLUBS.

LANE, CRAWFORD & CO.

[39]

ENTERTAINMENTS

1st PERFORMANCE NOV. 7th. A. D. C. 2nd PERFORMANCE NOV. 10th.

THEATRE ROYAL.

"THE BLUE BIRD"

A FAIRY PLAY IN 5 ACTS,

BY

MAURICE MAETERLINCK.

UNDER the Distinguished Patronage of H.E. Sir F. H. MAY, K.C.M.G., General F. H. KELLY, C.B., and Commodore R. N. ANSTUTHER, C.M.G., R.N.

IN AID OF

THE PRINCE OF WALES' FUND.

100 PERFORMERS, 50 CHILDREN, 50 TRAINED BIRDS.

A SPECIAL CORPS DE BALLET OF 25.

ORCHESTRA OF 25 UNDER PROFESSOR GONZALES.

GALA NIGHT—SATURDAY, NOVEMBER 7th.

PRICES: DRESS CIRCLE, \$5. STALLS, \$4.

PIT SEATS can now be booked at \$3.

SECOND NIGHT—TUESDAY, NOVEMBER 10th.

DRESS CIRCLE AND STALLS ... \$3.

PIT ... \$2 (these Seats can now be reserved).

COMMENCING EACH EVENING AT 9.15 P.M.

Booking—Opens at MOUTRIE'S to holders of Advance Tickets on Oct. 27th, at 9 A.M.

General Booking from October 29th.

Hongkong, 14th October, 1914.

TO LET

TO LET.

NO. 2, CANTON VILLAS, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 9th October, 1914. [1232]

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 9th October, 1914. [1232]

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Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 9th October, 1914. [1232]

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE: Wall Street, New York.

LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

Bombay. Calcutta. Canton. Cebu. Colon. Hank w. Hongkong. Kobe.

London. Manila. Panama. Peking. San Francisco. Shanghai. Singapore. Yokohama.

CAPITAL PAID-UP (U.S. Gold) \$3,250,000

RESERVE FUNDS 4,060,000

(Gold) \$7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 22nd October, 1914. [939]

THE

BANK OF CHINA.

GOVERNMENT BANK.

(Specially Authorised by Presidential

Mandate of 15th April, 1913.)

Authorised Capital \$80,000,000.

Paid-up Capital \$10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

SHANGHAI AND NANKING: Shanghai, Yangchow, Wusung, Wuhu, Anching, Tientsin, Tsingtao, Soochow, Hankow, etc.

PEKING: Peking, Tientsin, etc.

SHANGHAI: Shanghai, etc.

PEKING: Peking, etc.

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BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,600,000)

Paid-up Capital... Fl. 17,407,000 (£1,460,680)

Reserve Fund... Fl. 9,518,000 (£823,183)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DEACONS BANK.

SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central.
Hongkong, 3rd October, 1914. [121]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000

MISS MORITA, CERTIFICATEE
MASSEUSE (with diploma in
 Physiology and Anatomy), will be pleased
 to give Massage, under medical supervision.
 Address— **NOMURA HOTEL,**
 15, 16 and 17, Connaught Road.
 Telephone No. 400.
 Horikawa. 30th July, 1914.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and GENOA via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	CANDIA Capt. R. E. Peel	10 A.M. 23rd Oct.	Freight.
LONDON via USUAL PORTS OF CALL	NANKIN Capt. G. Manley	4 P.M. 6th Nov.	See Special Advertisement.
SHANGHAI	NUBIA Capt. J. Fox	About 6th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NAGOYA Capt. W. H. Sweny, R.M.B.	About 16th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 27th October, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO, NEWCHANG and TIENTSIN	"HUICHOW"	On 27th Oct., 9 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 27th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 27th Oct., 4 P.M.
HOIHOW and HAIPHONG	"KAIFONG"	On 28th Oct., 10 A.M.
SWATOW, AMOY and SHANGHAI	"ANHUI"	On 28th Oct., Noon.
SHANGHAI	"YINGCHOW"	On 29th Oct., 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 1st Nov., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 3rd Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 27th October, 1914

TELEPHONE 36.

AGENTS.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	27th Oct.	On 10th Nov., 10 A.M.
ST. ALBANS	21st Nov.	On 18th Dec., 10 A.M.
EASTERN	12th Dec.	On 8th Jan., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

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DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Bassmore	TUESDAY, 27th Oct., at 1 P.M.
"HAIYANG"	Capt. A. B. Hodgins	FRIDAY, 30th Oct., at 1 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 3rd Nov., at 1 P.M.

FOR SWATOW (Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 28th Oct., at 1 P.M.
		(SUNDAY, 1st Nov., at 10 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 27th October, 1914.

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	14th Nov.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " £96.10.
" " " SAN FRANCISCO	£45. ...	" " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO.
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	FROM COLOMBO:
26th Oct.	17th Nov.
"GUJARAT"	

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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OSAKA SHOSEN KAISHA,

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 29th Oct., at 4 P.M.
"PANAMA MARU"	J. Kanae	WED'DAY, 11th Nov., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"PEKING MARU"	S. Yamane	Middle of November.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	SUNDAY, 1st Nov., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJI MARU"	K. Murakami	SUNDAY, 1st Nov., at 10 A.M.
"DAIJI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSEU MARU"	K. Hattori	THURSDAY, 29th Oct., at 3 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER.

Second Floor, No. 1, Queen's Building.

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THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. Yoshikawa	16,000	WEDNESDAY, 4th Nov., at 10 A.M.
	YASAKA MARU Capt. Yamawaki	25,000	WEDNESDAY, 18th Nov., at 10 A.M.
VICTORIA, B.C., and SEATTLE via SHANGHAI, KOBE, YOKKAICHI and YOKOHAMA	AKI MARU Capt. Noma	12,300	TUESDAY, 3rd Nov., at Noon.
	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 17th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU Capt. T. Sato	13,500	WEDNESDAY, 18th Nov., at Noon.
	TANGO MARU Capt. Sokane	13,500	WEDNESDAY, 16th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	HAKATA MARU Capt. Kawashima	12,500	SATURDAY, 7th Nov.
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. Torada	5,000	THURSDAY, 29th Oct.
SHANGHAI and KOBE	KAWACHI MARU Capt. Nakamura	12,500	FRIDAY, 6th Nov.
SHANGHAI and KOBE	RANGOON MARU Capt. Numura	7,000	WEDNESDAY, 13th Nov.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU Capt. Tominaga	12,500	SUNDAY, 1st Nov., at 5 P.M.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong.
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	20,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong.
AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
YOKOHAMA	COLOMBO	6 p.m.	Noon		Friday	Tuesday
	NANKIN	Nov. 2	Nov. 6	KHYBER	Dec. 4	Dec. 10
Nov. 9	NUBIA	Nov. 1	Nov. 20	MEDINA	Dec. 18	Dec. 24
	ORIENTAL	Dec. 1	Dec. 5	MONGOLIA	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A"	Accommodation Single £65, Return £97.	
"B"	" " " £59, " £89.	
2nd Saloon "A"	" " " £44, " £66.	
"B"	" " " £40, " £60.	
1st Saloon "A"	Accommodation Single £61, Return £91.	
"B"	" " " £55, " £85.	
2nd Saloon "A"	" " " £42, " £62.	
"B"	" " " £38, " £57.	

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Y'HAHA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NILES	Due at LONDON
	about	about	about	about	about	about
NELLORE	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 3
NAGOYA	Dec. 7	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON: 1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single: £71 Return. 2nd Saloon £33 Single: £50 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWITT,

SUPERINTENDENT.

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POST OFFICE NOTICE.

The Service to Taiching is suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the tide gate entrance to the G.P.O. in the lane off Des Vaux Road.

The MAIL FROM LONDON (via Siberia) of Friday, the 25th ult., is due to arrive here to-morrow.

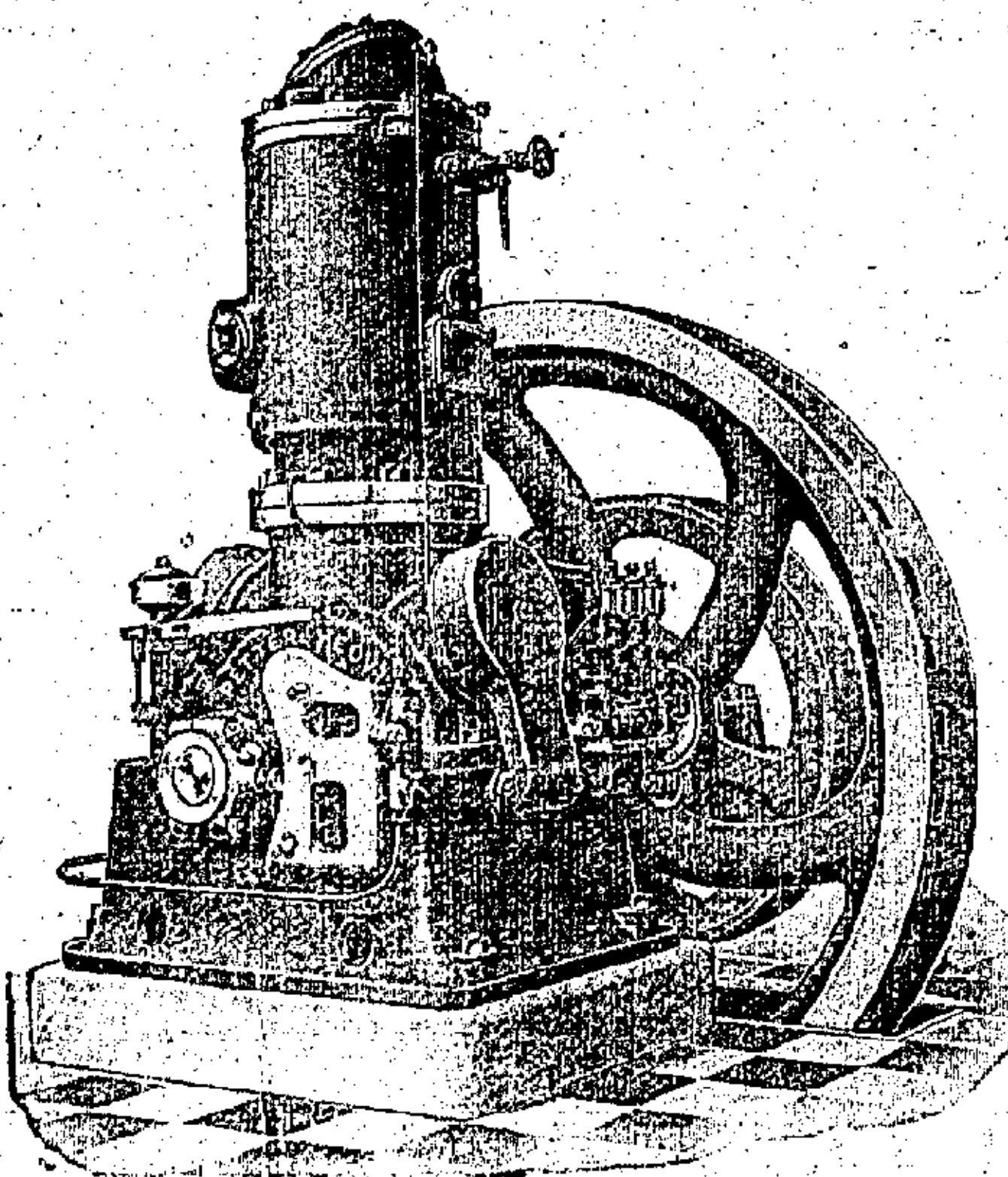
FOR	DATE
Weihsaiwei, Chafco, Newchwang and Tientsin	Tuesday, 27th, 8.00 A.M.
Fort Bayard	Tuesday, 27th, 10.00 A.M.
Japan via Kobe	Tuesday, 27th, 10.00 A.M.
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES	Tuesday, 27th, 10.00 A.M.
SOUTH AMERICA and CANADA via SAN FRANCISCO, UNITED KINGDOM via CANADA	Registration with late fee of 10 cents up to (1.00 A.M.)
Swatow, Amoy and Foochow	Registration 9.30 A.M.
Japan via Nagasaki, Victoria, Seattle, Tacoma, Vancouver, B.C., and United Kingdom via Canada	Letters 11.00 A.M.
Shanghai and North China	Tuesday, 27th, Noon
Philippine Islands	Registration 1.00 P.M.
Shanghai and North China	Tuesday, 27th, 3.00 P.M.
(EUROPE via SIBERIA)	Registration 2.30 P.M.
[Tientsin-Pukow Service Shanghai Brit. P.O. 11.30 a.m., Monday, 2nd November.]	Letters 3.00 P.M.
United States, South America, Canada and United Kingdom via San Francisco	Tuesday, 27th, Registration 5.00 P.M.
Boihow, Haiphong and Pakhoi	Wednesday, 28th, 9.00 A.M.
Swatow, Amoy, Shanghai and North China	Wednesday, 28th, 11.00 A.M.
Swatow	Wednesday, 28th, Noon
Swatow, Amoy and Foochow via Takao & Amoy	Wednesday, 28th, 5.00 P.M.
Boihow, Haiphong and Pakhoi	Thursday, 29th, 9.00 A.M.
Swatow	Thursday, 29th, 9.00 A.M.
Formosa via Keelung, Japan via Moji, Victoria, B.C., Tacoma, and United Kingdom via Canada	Registration 1.00 P.M.
	Letters 2.00 P.M.

WM. C. JACK & CO., LTD.,

14, DES VEAUX ROAD, HONGKONG.

SOLE AGENTS FOR
THE PETER
PATENT
SEMI-DIESEL
CRUDE OIL
ENGINES
AND
KEROSENE
ENGINES.

We carry large stocks of
Ship and Engine Stores,
Cotton Waste, Oil, Packing,
&c.
Electrical Repairs and
Installations Undertaken;
Electro-Plating in all its
Branches.



COMMERCIAL.

CLOSING QUOTATIONS.

October 26th.

ON LONDON:—	Telegraphic Transfer	1/8 1/2
Bank Bills, on demand	1/8 1/2	
Bank Bills, at 30 days' sight	1/8 1/2	
Bank Bills, at 4 months' sight	1/8 1/2	
Credits, at 4 months' sight	1/8 1/2	
Documentary Bills 4 months' sight	1/8 1/2	
ON PARIS:—	Bank Bills, on demand	214
Credits, at 4 months' sight	224 1/2	
ON SHANGHAI:—	Bank Bills, on demand	nom.
Bank Bills, on demand	nom.	
ON HONGKONG:—	Bank Bills, on demand	42 1/2
Credits, at 60 days' sight	nom.	
ON HONGKONG:—	Telegraphic Transfer	nom.
Bank, on demand	129 1/2	
ON CALCUTTA:—	Telegraphic Transfer	nom.
Bank, on demand	129 1/2	
ON SHANGHAI:—	Bank, at sight	77 1/2
Bank, 30 days' sight	nom.	
ON YOKOHAMA:—	On demand	84 1/2
ON MANILA:—	On demand	84 1/2
ON SINGAPORE:—	On demand	73 1/2
ON BATAVIA:—	On demand	103 1/2
ON RANGOON:—	On demand	nom.
ON SAIGON:—	On demand	90
ON HONGKONG:—	Bank's Buying Rate	\$11.45
GOLD LEAF, 100 fine, per tael	\$59.40	
SILVER, per oz.	22 1/2	

SUBSIDIARY COINS.

Hongkong .. 20 cents pieces ..	\$14.00 discount.
Hongkong .. 10 " ..	\$14.50 "

FORTHCOMING EVENTS.

Friday, 30th Oct. —
9.15 p.m. — Organ Recital at St. John's Cathedral in aid of Prince of Wales' Fund.
Saturday, 31st Oct. —
Noon — Hongkong Jockey Club Half-Yearly General Meeting.
2 p.m. — Ministering Children's League Bazaar in the Grounds of Government House.
Wednesday, 4th Nov. —
2.15 p.m. — Meeting of the Licensing Board in the Council Chamber.
Thursday, 5th Nov. —
Noon — Hongkong and South China Steam Fisheries Co., Ltd., Meeting of Shareholders.
Saturday, 7th Nov. —
8.15 p.m. — A.D.C. at the Theatre Royal — "The Blue Bird."
Tuesday, 10th Nov. —
9.15 p.m. — A.D.C. at the Theatre Royal — "The Blue Bird."

SMOKE
"CAPSTAN"
TOBACCO
AND
CIGARETTES

ALSO
"CAPSTAN"
Mixture

W.D. & H.O. WILLS
Bristol and London.

The Government is supplying free to each British Soldier on the Continent two ounces a week of WILLS' "CAPSTAN" TOBACCO, manufactured by the BRITISH-AMERICAN TOBACCO COMPANY.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$6.00
Return " " " " " "	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	4.00
Return " " " " " "	...	...	...	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 27th OCTOBER, 1914.

8 a.m. HONAM.	8 a.m. HEUNGSHAN.
5 p.m. FATSHAN.	5 p.m. KINSHAN.

WEDNESDAY, 28th OCTOBER, 1914.

8 a.m. HEUNGSHAN.	8 a.m. HONAM.
5 p.m. KINSHAN.	5 p.m. FATSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAIHAN, Tons 2,006.

HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 1st NOVEMBER, 1914.

The Company's New Steamship
"TAISHAN"
Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.
N.B.—This Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 538 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) Sailing TUESDAY, 27th Oct., at Noon.	
MANCHURIA " " TUESDAY, 2nd Nov., at 1 P.M.	
MONGOLIA " " TUESDAY, 1st Dec., at 1 P.M.	
KOREA " " TUESDAY, 22nd Dec., at 1 P.M.	

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moran, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths catered. Large staterooms, equipped with electric fans, and running water. Berths catered. Large staterooms, equipped with electric fans, and running water. Berths catered.

The Safety and Comfort of Passengers is our first consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

PASSENGERS.

Per *Forokang*, from Singapore, Mr. Chittrall, Capt. Anderson, Mr. and Mrs. Baldwin and Mr. White.
Per *Yankin*, for Hongkong, from London, etc., Mrs. A. J. Pumphrey, Mr. F. W. Mace, Mr. N. J. Stabb, Mr. Maitland, Miss N. Blagg, Miss G. Chettle, Mrs. L. Foster, Miss E. Kenney, from Penang, Mr. W. J. Hodge, Mr. and Mrs. Pearce, infants and amah, from Singapore, Mr. R. Innes, Mr. Kauchuan, Mr. and Miss Knottenbolt, Mrs. Winteler, 2 children and amah, Mr. M. Nascimento, Mr. and Mrs. Lowenstein and 3 children, Mr. and Mrs. Donison.
Per *Nipponiki Maru*, for Hongkong, from Singapore, etc., Mr. and Mrs. S. H. Ward, Miss B. Osborne, Miss M. Brodie, Mr. and Mrs. H. Osborne, Miss J. Stuart, Mr. and Mrs. C. Craig, Master R. Craig, Miss B. Watson, Mr. and Mrs. J. Sidebottom, Master J. Sidebottom, Misses D. and J. Sidebottom, Miss I. Whitford, Mr. and Mrs. J. Surman, Miss H. Mauchan, Rev. McKinstry, Mr. J. H. W. Mody, Mr. and Mrs. E. Marley, Mr. and Mrs. J. Bridger, Mrs. D. C. Cassuli, Mr. A. V. Schneider, Mr. H. P. Smith, Mr. W. Cooper, Mrs. E. Sanderson, Mr. J. Colbeck, Mr. B. Mather, Rev. H. B. Brown, Mr. W. J. Kelley, Rev. O. M. Hughes, Mr. and Mrs. T. Scott, Miss C. S. Scott, Miss E. Scott, Miss M. Scott, Masters W. and T. L. Scott, Mr. A. Jamieson, and Mr. F. L. Gindie.

DEPARTED.
Per *Malta*, for London, etc., Police-Sergeant G. Fowler, Capt. E. W. Schenk, Col. J. M. Irwin, Miss Irwin, Mr. W. E. Cook, Capt. E. J. E. Poole, Mr. P. B. Rowley, Major A. A. McHardy, D.S.O., Mr. W. R. Harvey, Mr. Richard Burt, for Penang, Mr. M. Boolchand, for Singapore, Mr. V. Detaram, Mr. D. Beams, Mr. E. Spiller, Mr. C. Cobb, Mr. A. Qui, Mr. B. Touhey, Mr. H. M. Richards, Mr. S. Halum and Mr. N. Baldwin.

The MILK that is STERILIZED.
The MILK that is NATURAL.
The MILK that has the LARGEST SALE in the World
BECAUSE it is the BEST is the



FOR DRINKING PURPOSES USE
MILKMAID STERILIZED NATURAL
(COLOURED LABEL) UNCONDENSED.
UNSWEETENED.

FOR PUDDINGS, ETC., USE
MILKMAID CONDENSED
(BLUE LABEL)
SWEETENED AND CONDENSED.

FOR TEA, ETC., STEWED FRUITS, ETC.,
MILKMAID EVAPORATED
(GOLD LABEL)
CONDENSED BUT NOT SWEETENED.
(This enables users to add Sugar to taste).

LOOK AT THE LABEL.
ON SALE AT ALL STORES.

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	OUTWARD	TO SAIL
SHANGHAI, KOBE AND	AMAZONE	About 3rd Nov.
YOKOHAMA	HOMeward	
MARSEILLES VIA PORTS	CHILI	On 3rd November, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.
TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

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